

## BLOOMFIELD TOWN PLAN AND ZONING COMMISSION

RECEIVED

MAR 01 2023

## Type of Application

PLANNING & ZONING  
BLOOMFIELD, CT

- |  |           |
|--|-----------|
| <input checked="" type="checkbox"/> Site Plan  | \$ 210.00 |
| <input type="checkbox"/> Revised Site Plan (addition or change to existing building or site) | \$ 210.00 |
| <input checked="" type="checkbox"/> Special Permit (public hearing required)*                | \$ 260.00 |
| <input type="checkbox"/> Sign Permit**   | \$ 110.00 |
| <input type="checkbox"/> Flood Management  | \$ 160.00 |

\* A sign must be posted on the site for ten days prior to the public hearing.

\*\*Only if not previously presented as part of a site plan or special permit application.

NorthPoint Development, LLC, Attn: Bryan Roslund, P.E.

(973) 919-4114

Applicant (to whom notices will be sent)

Daytime Phone #

3315 N. Oak Trafficway, Kansas City, MO 64116

broslund@northpointkc.com

Mailing Address

E-mail Address

CT Valley Properties III, LLC

(860) 640-6936

Owner (if different from applicant)

Daytime Phone #

848 Marshall Phelps Road, Windsor, CT 06095

rbutler@thebutlerco.com

Owner's Address

E-mail Address

Applying as ☐ Owner ☒ Developer ☐ Agent ☐ Other

Location of Site 90-116 West Dudley Town Road, Bloomfield

Zone I-2

Applicable Section(s) of the Zoning Regulations: 4.4.C.4 (aa); 6.2.H.1(e); 6.2.H.2; 6.7.B.4; 6.9.C.8

Describe the proposed Special Permit: This application proposes the following 5 special permits:

1) Warehouse use in I-2 zone; 2) Permanent Site Use reduction in parking; 3) Temporary Installation Deferral of Parking;

4) Retaining wall height; and 5) Light pole height. Please see attached Summary of Application.

Is the property located within 500 feet of a town boundary line? ☐ Yes ☒ No

NorthPoint Development, LLC,  
a Missouri limited liability company

By: Nathaniel Hagedorn, Manager

Date 2/28/2023

Read the attached list of procedures and complete the Disclosure Form for all applications.

Revised 9/10/09

## CONFLICT OF INTEREST DISCLOSURE FORM

This form is required for all applications and permit transfers and must be notarized. Complete all sections, indicate N/A if not applicable and use additional sheets if necessary. Full disclosure is required for a complete application. Incomplete applications will not be scheduled for a hearing.

**LOCATION OF PROJECT:** 90-116 West Dudley Town Road, Bloomfield, CT (Tax Assessor Map 16, Lot 43)

**NAME, ADDRESS, PHONE NUMBER AND E-MAIL ADDRESS OF APPLICANT:** NorthPoint Development, LLC, Attn: Bryan

Roslund, P.E., 3315 N. Oak Trafficway, Kansas City, MO 64116, (973) 919-4114, broslund@northpointkc.com

**IF APPLICANT IS OWNER OF RECORD, HOW LONG HAS HE/SHE OWNED THE PROPERTY YEARS** \_\_\_\_\_ **MONTHS** \_\_\_\_\_

**NAME, ADDRESS, PHONE NUMBER AND E-MAIL ADDRESS OF ALL PARTIES KNOWN TO HAVE AN INTEREST IN THIS APPLICATION:**

**OWNERS:** CT Valley Properties III, LLC, 848 Marshall Phelps Road, Windsor, CT 06095

**OPTIONEES:** NorthPoint Development, LLC (contract purchaser)

**OFFICERS, DIRECTORS AND MAJORITY STOCKHOLDERS OF CORPORATIONS LISTED ABOVE:**

Nathaniel Hagedorn, Manager, NorthPoint Development, LLC, 3315 N. Oak Trafficway, Kansas City, MO 64116

**BENEFICIARIES OF ANY TRUST OR OTHER FIDUCIARY OWNERSHIP LISTED ABOVE:** N/A

**TENANTS/PROSPECTIVE TENANTS:** N/A

**ATTORNEYS, INCLUDING NAME OF LAW FIRM(S) AND PARTNERS:** Thomas P. Cody, Robinson & Cole, LLP, 280 Trumbull Street, Hartford, CT 06103, (860) 275-8264, tcody@rc.com

**FINANCIAL INSTITUTIONS OR OTHER FINANCIERS:** N/A

**ENGINEERS, SURVEYORS:** Langan, Long Wharf Maritime Center, 555 Long Wharf Drive, New Haven, CT 06511-6107, (203) 562-5771, tonderko@langan.com

**ARCHITECTS:** N/A

**BUILDERS:** N/A

**CONSULTANTS:** Dean Gustafson, All-Points Technology Corporation, 567 Vauxhall Street Extension, Suite 311, Waterford, CT 06385, (860) 552-2033, dgustafson@allpointstech.com

**OTHERS:** Scott Hesketh, F.A., Hesketh & Associates, 3 Creamery Brook, East Granby, CT 06026 (860) 653-8000 shesketh@fahesketh.com

To the best of my knowledge, no one except those listed above has a financial interest in this application or the subject property who is an employee of the Town of Bloomfield, or an elected or appointed official of the Town of Bloomfield.

Nathaniel Hagedorn, Manager of NorthPoint Development, LLC

**PRINTED NAME OF APPLICANT**

**APPLICANT'S SIGNATURE**

**SUBSCRIBED AND SWORN TO BEFORE ME THIS** 8<sup>th</sup> **DAY OF** December **IN THE YEAR** 2022

**NOTARY PUBLIC**

58

LISA L BEASLEY  
Notary Public - Notary Seal  
Platte County - State of Missouri  
Commission Number 19497557  
My Commission Expires Sep 10, 2023

## AUTHORIZATION AND CONSENT TO LAND USE APPLICATIONS

### Property Owner Information:

Name: CT Valley Properties III, LLC

Address: 90-116 West Dudley Town Road, Bloomfield, CT (Tax Assessor Map 16, Lot 43)

Re: Land Use Applications

Please be advised that **CT Valley Properties III, LLC** ("CT Valley Properties") owns land in the Town of Bloomfield, Connecticut, located at 90-116 West Dudley Town Road (Tax Assessor Map 16, Lot 43, including the lots now or formerly known as Map 16, Lots 3, 82, 84, 85, 86, 87, and 88) (the "Property"). CT Valley Properties hereby authorizes and gives its consent to **NorthPoint Development, LLC** ("Northpoint") to prepare, submit and pursue approval of municipal, state and federal land use applications relating to development of the Property. CT Valley Properties also authorizes representatives of NorthPoint to appear on its behalf in support of such applications at meetings of a) Bloomfield municipal staff and land use boards and commissions (including, but not limited to, the Inland Wetlands and Watercourses Commission and the Planning and Zoning Commission); b) agencies and departments of the State of Connecticut; and c) the United States Army Corps of Engineers. This consent also authorizes municipal, state and federal land use agencies, departments, boards and commissions, their staff and their consultants, and members of the public as part of any official publicly noticed site walk, to enter the Property at reasonable times for reasons relating to review of such applications.

CT VALLEY PROPERTIES III, LLC

By: 

Date: 12/5/22

Duly Authorized

Telephone number: 860-640-6936

Email:

R butler @ thebutlerca.com

280 Trumbull Street  
Hartford, CT 06103-3597  
Main (860) 275-8200  
Fax (860) 275-8299  
tcody@rc.com  
Direct (860) 275-8264

***Via Hand Delivery***

March 1, 2023

Mr. Justin LaFountain, Assistant Director  
Planning and Zoning Department  
Bloomfield Town Hall  
800 Bloomfield Avenue  
Bloomfield, CT 06002

**Re: Application for Special Permit and Site Plan Approval  
North Bloomfield Commerce Center  
90-116 West Dudley Town Road, Bloomfield  
Tax Assessor Map 16, Lot 43  
NorthPoint Development LLC, Applicant**

Dear Mr. LaFountain:

Enclosed please find the following materials in support of NorthPoint Development, LLC's applications for Special Permit and Site Plan approval for the above referenced property:

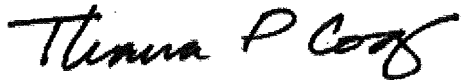
1. Planning and Zoning Application Form
2. Application Summary
3. Consent and Authorization of Property Owner
4. Conflict of Interest Disclosure Form
5. List of Abutting Property Owners within 500 feet
6. Application fee of \$470.00
7. Stormwater Management Report prepared by Langan (dated 3/01/2023)
8. Traffic Impact Report prepared by F.A. Hesketh & Associates (dated 3/01/2023)
9. Geotechnical Report prepared by Whitestone Associates
10. Application plan sheets prepared by Langan (dated 3/01/2023)

We look forward to presenting these applications to the Commission.

Mr. Justin LaFountain, Assistant Director  
March 1, 2023  
Page 2

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas P. Cody". The signature is fluid and cursive, with the first name "Thomas" being the most prominent part.

Thomas P. Cody  
Robinson & Cole LLP  
Attorneys for the Applicant

Enclosures  
Copy to: Bryan Roslund, P.E.

North Bloomfield Commerce Center  
116 West Dudley Town Road  
NorthPoint Development, LLC  
Application for Special Permit and Site Plan Approvals

Summary of Application

This is an application for special permit and site plan approval by NorthPoint Development, LLC, the contract purchaser of the property located at 116 West Dudley Town Road (Tax Assessor Map 16, Lot 43, which includes land formerly known as 90-116 West Dudley Town Road) (the "Property"). The Property is owned by CT Valley Properties III, LLC, and is developed with a 15,750 sq. ft. industrial building located along the western boundary of the Property fronting along West Dudley Town Road. The majority of the Property is utilized as a material stockpile, processing and equipment storage yard for the Butler Company.

Background of the Property

Previous development of the Property for Butler was authorized under a wetland application and subsequent permit in 2017 (Wetlands File #75-2017-04), which also included a Wetlands Map Amendment approval on April 3, 2017 (Wetlands File #75-2016-03). Construction activities associated with the approved development consisted of grading and resurfacing the former agricultural field with gravel and millings for the outside storage of vehicles, equipment, materials, and material processing areas. Three stormwater management basins were also constructed in the south (2) and eastern portions (1) of the Site in the winter of 2020. These stormwater basins were constructed in uplands with outfalls to nearby on-Site wetlands.

Summary of the Project

NorthPoint seeks to redevelop the Property with construction of a building for a warehouse use with a footprint of 521,886 s.f., together with 118 loading docks, 206 trailer parking spaces, 361 car parking spaces, and other associated site improvements including grading, drainage, utilities, and landscaping (the "Project"). As described in more detail below, the Project has been designed to limit development activities to the approved limits of disturbance associated with a wetlands permit previously approved by the Commission in 2017 for the Butler Company.

The design team has successfully designed the Project to avoid impacts to wetland and watercourse resource areas and to minimize development activity in upland review areas. In particular, impacts have been avoided to naturally occurring, undisturbed wetlands and mature vegetated upland review areas. Development activities in wetlands and upland review areas are limited to either man-made stormwater basins (which were previously approved and constructed in 2020 and are now considered wetlands) or within the previous wetland permit's approved limits of disturbance. The Bloomfield Inland Wetlands and Watercourses Commission unanimously approved an Inland Wetlands Permit for the Project on February 21, 2023.



## Special Permit Requests

This Application includes the following five special permit requests:

1. **Warehouse Use in the I-2 Zone District (section 4.4.C.4(aa)):** The Regulations require special permit approval for warehouse uses in the I-2 zone. For all of the reasons stated in the Application, the applicant believes that the proposed warehouse use is appropriate for the Site and in harmony with its environs.
2. **Permanent Site Use Parking Reduction (section 6.2.H.1(e)):** The Regulations do not include a specific parking requirement for warehouse uses. The minimum required parking for “industrial and all other commercial uses” is 1 space for every 2 employees on any one shift, and in no case less than 1 space per 500 sq. ft. of building area. If this ratio is applied to the proposed building, 1,044 parking spaces would be required. Based on its experience with similar projects, the applicant believes that the use of the industrial parking standard for a warehouse use is quite excessive and would result in extensive areas of unnecessary and unused pavement. The reason for this is that a warehouse use would be expected to have far fewer employees per sq. ft. of building space than a traditional manufacturing facility.

Accordingly, the applicant seeks a permanent site use parking reduction of 35%, which is permitted with special permit approval pursuant to Regulations section 6.2.H.1(e). This would result in a total permanent parking requirement for the Project of 679 spaces, which would equate to a parking ratio of about 1 space per 768 sq. ft. of building space. The applicant believes that 679 parking spaces is still considerably more than will be required. The applicant has also requested a special permit for approval of a temporary installation deferral (see description below).

For comparison purposes, the applicant conducted a study of parking requirements for warehouse uses in the nearby towns of Windsor, Windsor Locks, South Windsor, Simsbury, Enfield, and East Granby. The following table summarizes the applicant’s research. In particular, please note that most of the surveyed towns have different parking standards for manufacturing/industrial uses and warehouse uses, with warehouse uses generally requiring far fewer parking spaces than manufacturing uses. The applicant’s request for a permanent parking reduction would result in required parking that still exceeds virtually all of the 6 surveyed Towns.

Town	Use Category	Minimum Parking Requirement
Bloomfield <sup>1</sup>	Industrial and all other commercial uses	1 space for every 2 employees on any 1 shift, and in no case less than 1 space per 500 sq. ft. of building area

<sup>1</sup> Bloomfield Zoning Regulations § 6.2.D.

	(no separate warehouse parking ratio)	
Windsor <sup>2</sup>	Warehouse	1 space per 1,000 sq. ft. for the first 50,000 sq. ft. of warehouse gross floor area, plus 1 space per 2,000 sq. ft. of additional warehouse gross floor area
	Manufacturing	1 space for each 600 sq. ft. of manufacturing floor area, plus 1 space per each 300 sq. ft. of office floor area, plus 1 space for each 1,000 sq. ft. of storage floor area
Windsor Locks <sup>3</sup>	Cartage, express, parcel delivery service, warehouse, storage, wholesale and mail order establishments	1 space for each employee on the largest shift and 1 parking space for each vehicle maintained on the premises
	Manufacturing, fabricating, processing, assembling, cleaning, servicing, testing or repairing of materials, good or products	1 space for each employee on the largest shift
South Windsor <sup>4</sup>	Warehouse	1 space per 1,250 sq. ft., plus 1 space per employee
	Industrial and manufacturing	1 space per 700 sq. ft. of GFA or 1 space per 2/3 employees for the largest shift, whichever is greater
Simsbury <sup>5</sup>	Warehousing	1 space per 2,000 sq. ft. of gross floor area
	Industrial, manufacturing	1 space per 500 sq. ft. of gross floor area
Enfield <sup>6</sup>	Warehouse, distribution, storage, wholesale and mail order establishments	1 space per 1,250 sq. ft. of gross leasable area
	Industrial (non-warehouse) uses	1 space per 750 sq. ft. of gross leasable area

<sup>2</sup> Windsor Zoning Regulations § 3.3.5.G.

<sup>3</sup> Windsor Locks Zoning Regulations § 705.I.4.

<sup>4</sup> South Windsor Zoning Regulations § 6.4.3.

<sup>5</sup> Simsbury Zoning Regulations § 10.2.

<sup>6</sup> Enfield Zoning Regulations § 10.10.2.



East Granby <sup>7</sup>	Warehouse and storage	1 space per 2,000 sq. ft.
	Manufacturing	2.0 spaces per 1,000 sq. ft. or 1.5 spaces per 1,000 sq. ft. if the manufacturing use is more than 70% of the building use.

3. **Temporary Installation Deferral of Parking (section 6.2.H.2):** As noted above, even with a permanent parking reduction of 35%, 679 spaces would be required for the Project. Based on its experience in other projects, the applicant believes that this is still far more than is needed for the proposed use. The Regulations permit up to a 25% temporary parking installation deferral with special permit approval. The applicant requests such a deferral of approximately 17% of the total number of required spaces (assuming that the permanent reduction described above is approved). With this deferral, the Application proposes to install a total of 361 car parking spaces and 206 trailer parking spaces for a total of 567 spaces. Sheet CS200 shows how the deferred parking spaces would be provided on existing paved areas, if they are ever needed. The proposed total of 567 spaces to be provided equates to approximately 1 space per 920 sq. ft. of building space, which is still more parking than is required by the 6 surveyed Towns. In the unlikely event that the deferred parking spaces are needed in the future, they can be readily provided.
4. **Retaining Wall Height (section 6.7.B.4):** Zoning Regulations section 6.7.B.4 provides that no retaining wall in any business district may exceed 4 feet in height, although this may be modified with special permit approval. The application proposes one retaining wall that would have a maximum height of approximately 10 feet. This retaining wall height is needed to minimize the extent of grading toward a previously approved wetland mitigation area. If the 4-foot retaining wall height limit was not changed in this area, grading would extend into the wetland creation area. During proceedings on the inland wetlands permit application, the applicant demonstrated that no other feasible and prudent alternatives were possible. The retaining wall is located behind the building, faces away from West Dudley Town Road, and is set back at least 700 feet from the streetline. Accordingly, the applicant believes that the 10-foot retaining wall height in one specific location is an appropriate feature of the Project.
5. **Light Pole Height (section 6.9.C.8):** Zoning Regulations section 6.9.C.8 provides that light pole heights may not exceed 14 feet, but the Commission may authorize pole heights up to 24 feet with special permit approval. The Application proposes light pole heights of 24 feet. Plans and details are provided showing the proposed number, height, and placement of light fixtures on the Site. The applicant believes that the 24-foot pole heights will enable fewer light fixtures to be installed and therefore will have, overall, less visual impact on the surrounding area.

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<sup>7</sup> East Granby Zoning Regulations § VII.B.2.

## Stormwater Management

The proposed stormwater management plan for the Project has been designed in general accordance with Town of Bloomfield requirements, the *2004 CT DEEP Stormwater Quality Manual* (SQM), and the *2000 CT DOT Drainage Manual*. The system incorporates stormwater quality measures to promote groundwater recharge and minimize passage of pollutants to downstream receiving waters. The Project incorporates a vast array of stormwater quality measures, including primary treatment practices, secondary treatment practices, and innovative/emerging technologies as defined in the SQM. The Project has also been designed to provide peak runoff rate attenuation to significantly reduce the peak rate of stormwater runoff leaving the Property under the proposed conditions. Langan has prepared a Stormwater Management Report which has been submitted with the Application.

## Erosion and Sediment Controls

An erosion and sediment control plan has been designed for the Project in accordance with the *2002 Connecticut Guidelines for Soil Erosion and Sediment Control* and is included in the Application. A variety of erosion and sediment controls will be employed to minimize erosion and transport of sediment to wetland resources areas during the earthwork and construction phases of the Project. Details of the erosion and sediment controls are provided in the Project site plan sheets prepared by Langan.

## Consistency with Special Permit Criteria (Section 9.5.E)

1. **Suitable Location for Use.** The Project site is located in the heart of an extensive area that is zoned I-2 in the Blue Hills North area. The surrounding neighborhood includes a mix of commercial, industrial, warehouse, and vehicle storage type uses. West Dudley Town Road provides direct and immediate access to State Route 187. Across Route 187, West Dudley Town Road continues as Phoenix Crossing where several warehouse and distribution type uses are located. Other nearby warehouse and distribution type uses include Niagara Bottling, the Home Goods Distribution center, and Pepperidge Farm.

The Project site has already been developed with a small industrial building, with extensive areas used for materials stockpiling and equipment storage. The Project would redevelop the existing uses into a modern warehouse building and associated improvements. The proposed use would help to solidify and enhance the strong commercial and industrial nature of the neighborhood. Impacts on residential uses would be minimal, since the neighborhood is zoned I-2 and is developed as such.

2. **Appropriate Improvements.** The Application includes building elevations illustrating the design of the proposed building, including exterior building materials. The building exterior will include concrete wall panels with textured acrylic coating, glass windows and doorways. The building will have several different exterior colors, as well as slight variations in roof height to promote visual interest. The maximum height of the building (51 feet) will be significantly less than the permitted maximum building height in the I-2 zone (60 feet).

The Application includes a landscaping plan that features a mix of evergreen and deciduous plant material to provide visual interest and to promote some screening of the building and parking areas.

The surrounding neighborhood includes a mix of commercial, industrial, warehouse, and vehicle storage type uses. Many of the surrounding buildings feature concrete wall panels and exposed block exteriors. The proposed building will include exterior finishes that are similar in style and color to many of the surrounding buildings. The Project has been designed to include lighting fixtures that are full cut-off and will not create off-site glare or light spillage.

3. **Suitable Transportation Conditions.** The applicant retained F.A. Hesketh & Associates (Hesketh) to prepare a Traffic Impact Report for the Project. Hesketh reviewed the CT DOT database for traffic volumes on streets near the Project site, and also arranged to have manual turning movement counts completed at several key nearby intersections. Hesketh determined the anticipated trip generation for the Project using the Institute of Transportation Engineers (ITE) *Trip Generation* Report. The anticipated site generated traffic was distributed to the local roadway network, and total traffic volumes for the Project were determined.

Hesketh's report concluded that the traffic volumes expected from the Project can readily be accommodated by the existing roadway network. Hesketh also concluded that the site access driveways are properly located with respect to intersection sight distances, and they are properly designed to accommodate the anticipated driveway volumes. A change in signal timing at the intersection of State Route 187 and State Route 305 would be beneficial and would improve the levels of service to be expected in both the current and proposed conditions. The Project will also require approvals by the Office of the State Traffic Administration and the CT DOT District I Office for an encroachment permit before the start of any work in the state right-of-way.

The conclusions reached by Hesketh would support findings that the Project will not cause traffic congestion or unsafe traffic conditions, and that the existing roadway network can adequately accommodate the traffic to be generated by the Project.

4. **Adequate Public Utilities and Services.** The Site is served by public water and sewer service with adequate capacity to serve the Project. All other utilities, such as gas, electric and telecommunications, are available at the site.
5. **Environmental Protection and Conservation.** The design team has successfully designed the Project to avoid impacts to wetland and watercourse resource areas and to minimize development activity in upland review areas. In particular, impacts have been avoided to naturally occurring, undisturbed wetlands and mature vegetated upland review areas. Development activities in wetlands and upland review areas are limited to either man-made stormwater basins (which were previously approved and constructed in 2020 and are now considered wetlands) or within the previous wetland permit's approved

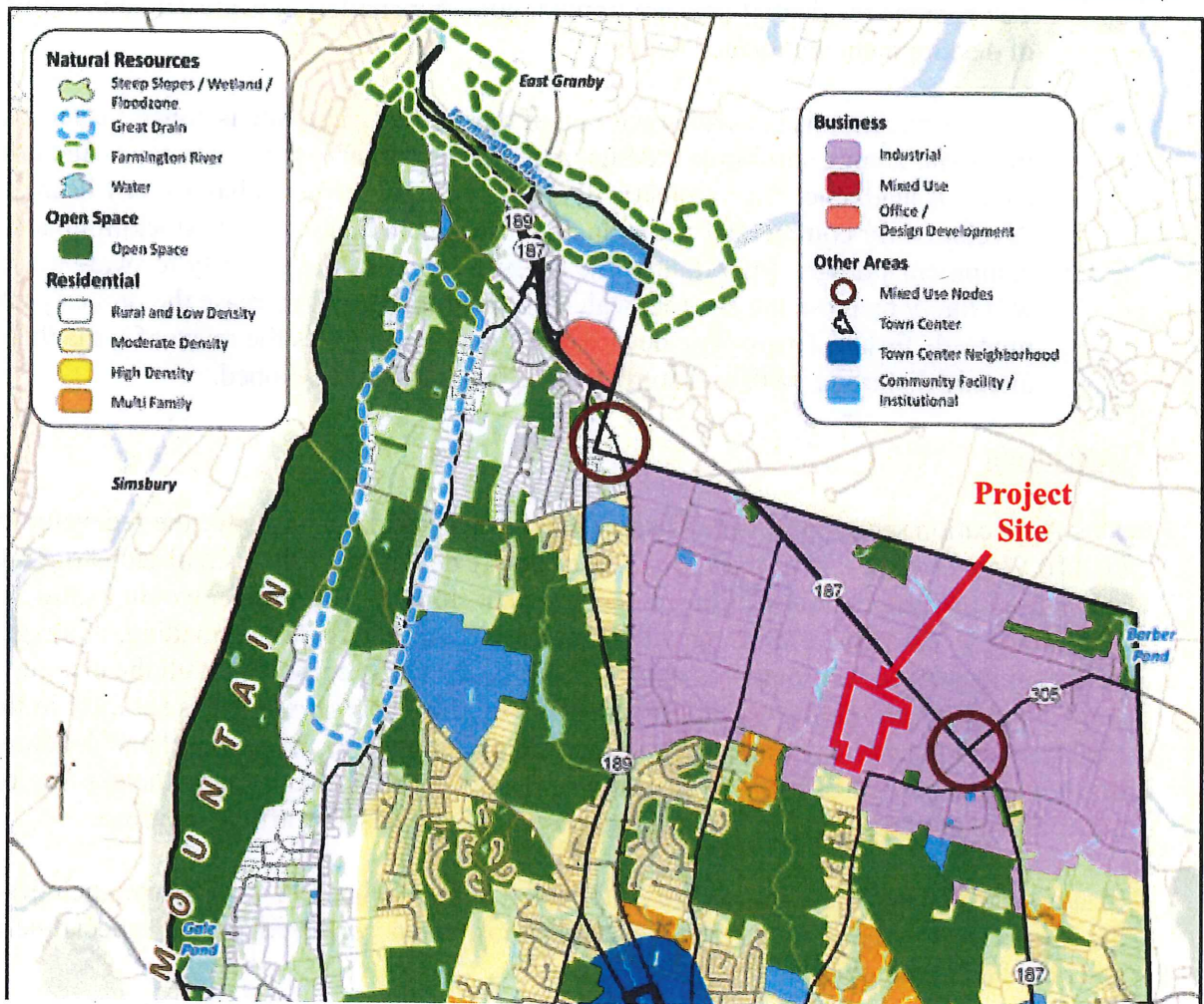
limits of disturbance. The activities proposed within the three existing stormwater basins and associated outfall repairs are intended to improve the basins' functioning and capacity, and to provide enhanced stormwater renovation to afford additional protection to nearby wetlands that receive these stormwater discharges. The proposed regrading and planting of the existing partially completed wetland creation area is intended to improve the wetland functions of the area.

The Project proposes development activities that are limited to the approved limits of disturbance associated with the 2017 wetlands permit approved for the Butler Company. An extensive mitigation plan has been designed and incorporated into the plans. In addition to preserving extensive areas of wetlands and upland review area, important terrestrial habitat will be protected that serve multiple wildlife habitat functions. Details of the mitigation plan are included in the Wetland Assessment Report that was submitted with the wetlands application. As a result of the Project's careful design and extensive mitigation plan, the Inland Wetlands and Watercourses Commission approved a wetlands permit for the Project and concluded that the Project represents the most prudent and feasible alternative and will not result in a likely adverse impact to nearby wetland resources.

6. **Long-term Viability.** Once development is completed, the Project site will be professionally maintained. The Inland Wetlands and Watercourses Commission decision required a 3-year maintenance and monitoring program for the wetland mitigation areas. Stormwater management features will be routinely inspected and cleaned. A maintenance plan is included in the Application.
7. **Plan of Conservation and Development (POCD).** The current zoning of the Site is I-2, in which a wide range of business and industrial uses are permitted. The Future Land Use Plan of the POCD also designates the Site and all immediately surrounding areas for industrial use. In fact, the Site is centrally located in the large Blue Hills North area designated and zoned for industrial use. The POCD states that the "community might also enhance community structure by promoting the development of new nodes and targeted development areas, if the need arises. Potential new areas include Blue Hills North." (POCD p. 60) A portion of the POCD Future Land Use Plan is included below, with the Project site noted:

# Future Land Use Plan

Bloomfield, CT



Chapter 5 (Business and Economic Development) provides the following:

Economic development, specifically the creation of tax revenue, jobs and places that sell goods/provide services, is an important topic in Bloomfield. In the past, community leaders have made economic development a priority by creating areas to encourage business development and by promoting the Town. Bloomfield's economic development strategy has four main components:

- Retain existing businesses,
- Expand organizational capacity,
- Promote development in the Town Center and targeted development areas, and
- Redevelop when possible.

The POCD identifies industrial development as a continued growth objective (p. 66). Specifically, "Bloomfield has seen growth in warehousing and distribution and corporate office facilities and should continue to pursue these types of industries." (p. 66) Past planning documents have recommended this type of growth in the northeast portion of Town, since residential uses are limited, good transportation is present, and similar types of development are located nearby.

This Application is consistent with all of these goals. The Site is zoned for industrial use, industrial zoning surrounds the Site, and direct street access to main roads and arterial streets is available. The Project will redevelop a property that has already been developed for commercial and industrial uses, including materials stockpiling and equipment storage. Importantly, the redevelopment of the property for warehouse use will likely increase the assessed value of the property and increase the property tax proceeds for the Town. The development plan emphasizes the reuse of areas that are already disturbed, with undisturbed areas being left undeveloped.

### Conclusion

This Application seeks approval of a site plan and five special permits for the redevelopment of 90-116 West Dudley Town Road, which is currently developed with a small industrial building and is used for materials stockpiling and equipment storage. The Project would include a 521,886 sq. ft. warehouse building with associated parking, circulation, loading, drainage, landscaping and utilities improvements. The proposed use is consistent with the existing I-2 zoning and the surrounding neighborhood, and would support several goals set forth in the POCD. A respected local traffic engineering firm has reviewed the proposal and concluded that traffic volumes expected from the Project can readily be accommodated by the existing roadway network and would not cause traffic congestion or create unsafe traffic conditions.

In summary, the applicant respectfully submits that the Application is complete, includes all of the information required by the Zoning Regulations, and is consistent with all special permit and site plan decisional criteria.